

# Issues Identified

**Safety**  
Highway — people and traffic  
Address sharp curves  
Stock safety  
Wildlife safety

**Socioeconomics**  
Impacts to private property  
Impacts to ranch land  
Impacts to livestock  
Impact to railroad  
Impacts on businesses, short term vs. long term  
Impacts to area tourism  
Maintain property values  
Future development

**Cultural Resources**  
Protect Rainbow Bridge  
Preserve area history  
Preserve Native American artifacts

**Land Use**  
Impacts to ranch land  
Impacts to neighborhoods  
Future development  
Access to property

**Recreation**  
Impacts to hunting  
Maintain river recreation  
Impacts to area tourism  
Summer versus winter recreation

**Visual Resources**  
Maintain beauty  
Maintain scenic values of area  
Maintain river beauty  
Payette River — preservation, flow, aesthetic qualities

**Noise**  
Noise pollution  
Traffic and construction noise

**Water Resources**  
Impacts to river  
Impacts to water quality of river and area springs  
Payette River — preservation, flow, aesthetic qualities

**Wildlife**  
Impacts to wildlife range  
Wildlife safety

**Construction Impacts**  
Construction materials  
Length of construction  
Traffic control during construction  
Minimize construction traffic delays

**Other**  
Impact on all area residents  
Preserve current quality of life  
Impact on environment  
Do it right the first time



Idaho Transportation Department  
P. O. Box 7129  
Boise, ID 83707-1129

BULK RATE  
US POSTAGE  
PAID  
BOISE, IDAHO  
PERMIT No. 143

For more  
information  
contact:

Idaho Transportation  
Department  
Public Involvement  
Kimberly Jensen  
(208) 334-4444

Idaho Transportation  
Department  
Project Manager  
Carl Main  
(208) 334-8919

HDR Engineering, Inc.  
Project Manager  
Louis Krug  
(208) 342-3779

# What's Next?

Based on information received at the public meetings, we are currently developing several general alignments. These alignments, along with preliminary cost and engineering evaluations, will be available at the second round of meetings. The public will be asked to review the options. The second round of meetings are tentatively scheduled for early June.

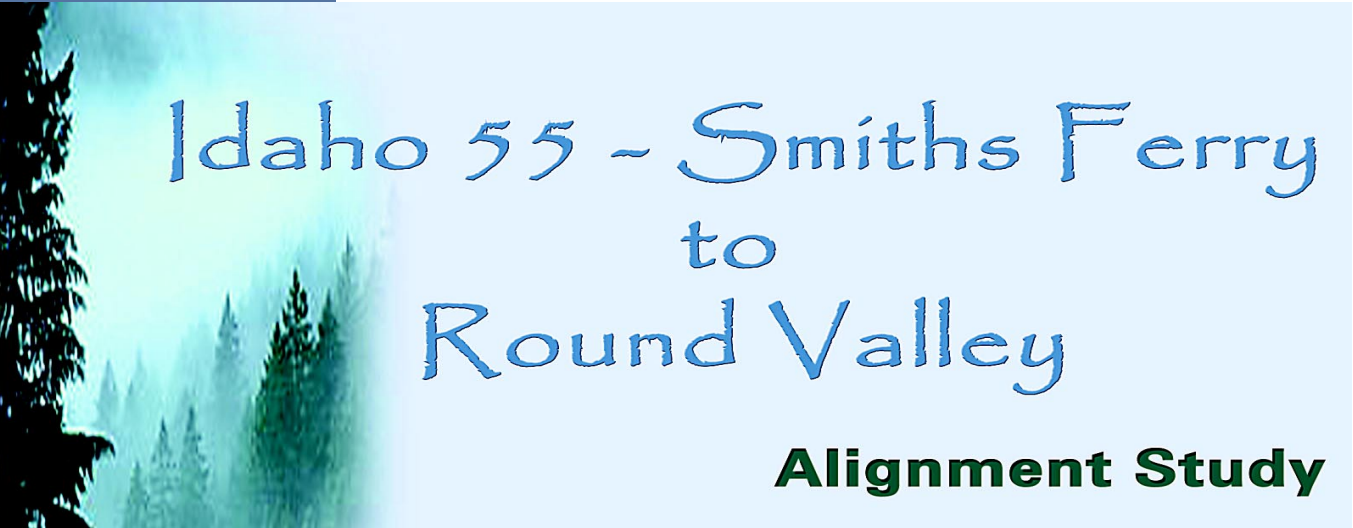
# Round 2

**Tentatively scheduled for early June 2000. Meeting notification will be sent at a later date.**

## Comments In Writing

If you would like to submit comments in writing, please mail them to:

Idaho Transportation Department  
Public Involvement Coordinator  
P.O. BOX 7129  
Boise, ID 83707-1129



# Round 1 Results

The Idaho Transportation Department values your opinion. That's why you are being asked to participate in the Idaho 55 – Smiths Ferry to Round Valley study. The purpose of the study is to decide on an option that will improve safety, address congestion, address environmental and cultural concerns and accomodate for the future.

The seven-mile section of Idaho 55, from south of Smiths Ferry to Round Valley experiences congestion during holidays and weekends. Narrow shoulders and tight curves contribute to an accident rate that is 1.5 times higher than the statewide average for similar two-lane rural high-ways in Idaho.

The first round of meetings was held in late February. At those meetings, the public was asked to help identify issues and develop options at public workshops. The public was also given the opportunity to express their ideas through written comments. Over 135 people attended the meetings and workshops, and some 150 written comments were received.

Project officials reviewed the information, summarized the issues and grouped options into general areas. This brochure reports the results of the first round of meetings and explains the study's process.

# Study Goals

Identify issues

Identify regulatory barriers

Develop options

Select a desired option

Spring 2000



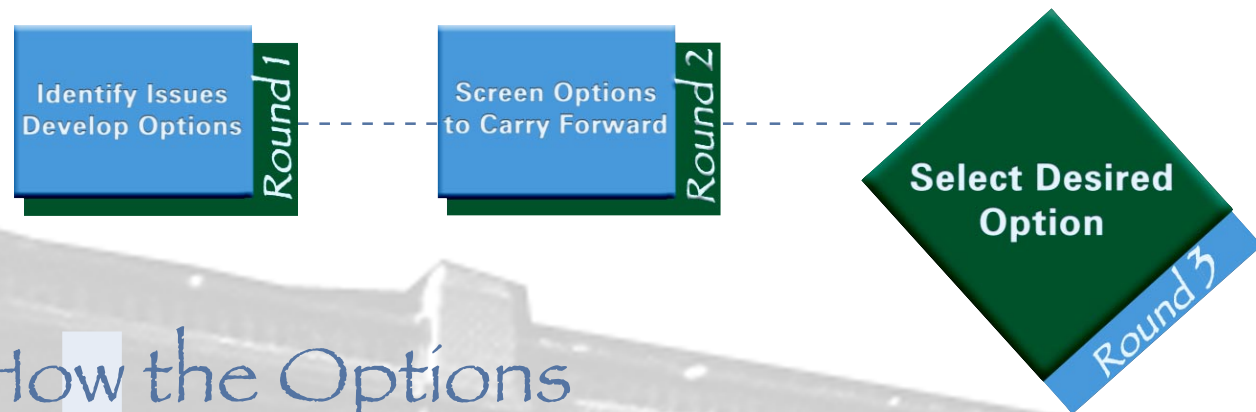


# The Process

The study process is dynamic because of the needs of the project. We will focus on screening options to determine which ones should be carried forward for further study. The third round will form consensus on a desired option.

Round 2 meetings are tentatively scheduled for early June. They will include an Idaho 55 – Smiths Ferry to Round Valley Team Meeting and a Public Workshop.

The purpose of Round 2 is to allow the public an opportunity to screen options and for each option to receive equal public evaluation



# How the Options Were Developed

Options were developed by the public at two separate meetings, an Idaho 55 – Smiths Ferry to Round Valley Team Meeting and a Public Workshop. Options were also generated by the submission of written comments.

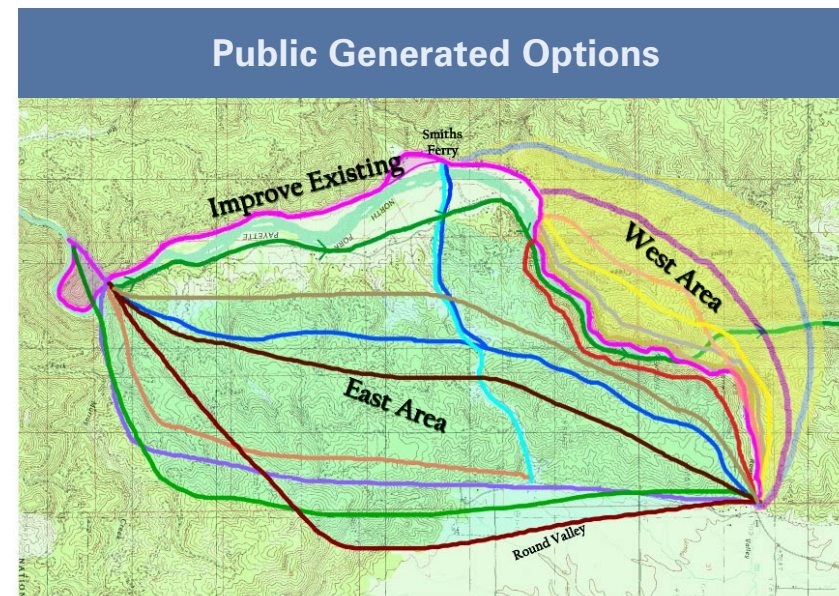
The Team is composed of a cross-section of interested citizens from various social and economic groups that may be affected by the project. The Team represents the interests and concerns of environmental associations, recreational groups, businesses, neighborhoods and property owners. The Team’s role in the study process is to help identify issues, develop options and strive to form consensus on desired options.

The Team initially identified a wide range of options. Those options were then collectively compared by the Team. The Team members agreed that the options fell into three general areas that should be carried forward for further study. The first was no action. The second would improve the existing highway at its current location. The third would construct a new highway on the east side of Smiths Ferry, starting at about the double 35’s (sharp curves south of Smiths Ferry at milepost 94) and continuing to Round Valley.

Attendees at the Public Workshop suggested additional options. The public generated options were summarized within each workgroup with the help of the workgroup facilitator. The options generated at the Public Workshop were compared to those that had been generated by the Team. The public generated options were very similar to those from the Team, with one exception. Several individuals suggested options on the west side of the Payette River. This area begins just north of Smiths Ferry on the west side of the river, crosses the river north of the Rainbow Bridge, and then follows the existing highway to Round Valley.

This initial evaluation yielded four general areas to be carried forward for more study – no build, improve existing, east area and west area. Project officials are currently developing alignments in each area. These alignments, along with preliminary cost and engineering evaluations, will be presented at the second round of meetings. The public will be asked to screen the options to determine which options should be carried forward for a more detailed analysis.

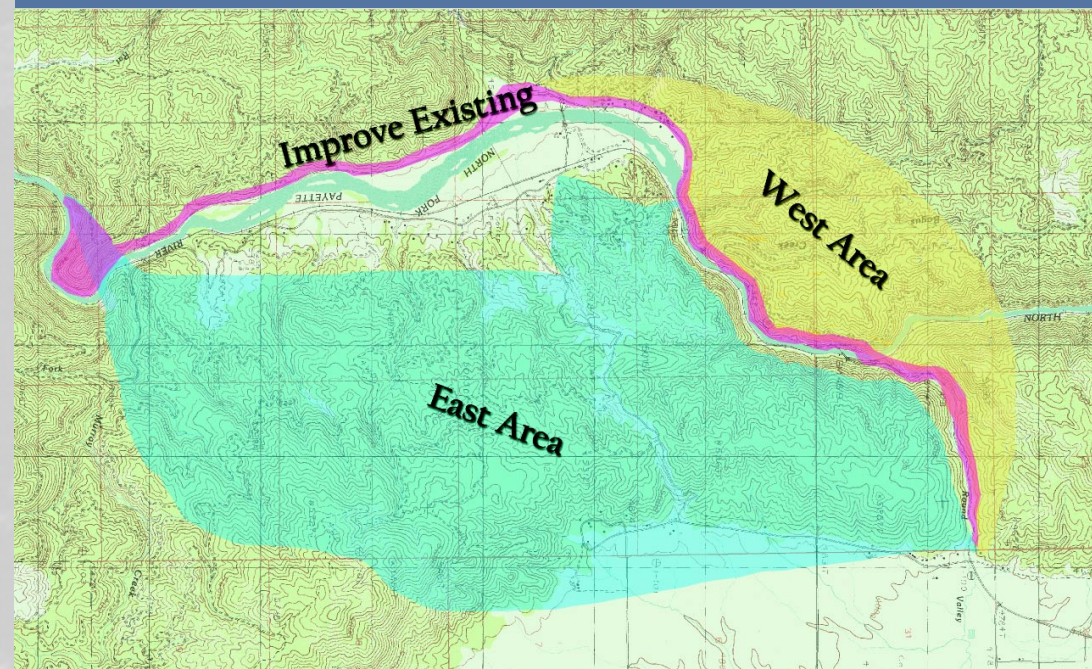
# Options Developed



## These Options Fell Into Four General Areas

No Build  
Improve Existing  
East Area  
West Area

## Areas to be Studied Further



Specific alignments for each area are currently under development. The alignment options will be presented during Round 2 meetings. The public will screen the options to determine which options should be studied in more detail.

# Questions and Answers

## Why weren’t some of the options carried forward?

If an option was not feasible, it was not carried forward. For example, using the railway north, and the existing route south was not carried forward because the railroad has no intention of abandoning its right-of-way. Therefore this option is not feasible. The old county road option was not carried forward because the grade would be too steep.

## Has a desired option been selected?

No, the transportation department is seeking help from the public to select a desired option. Your opinion is valued. That’s why the transportation department is conducting this study, and providing you with several opportunities to express your ideas. A second round of meetings will be held in early June. The purpose of the second round of meetings is to screen options and determine which options should be carried forward for a more detailed analysis. A third round of meetings will be held to select a desired option.

## Is the transportation department going to remove truck traffic from Idaho 55?

No. The transportation department does not have the intention of removing, restricting, or re-routing truck traffic from Idaho 55.

## What is the traffic volume for this section of Idaho 55?

Average Daily Traffic in 1998 was 2,600 vehicles per day. Estimated Average Daily Traffic for the year 2025 is 4,110 vehicles per day.

## What are the accident rates for this section of Idaho 55?

Accident rates were collected between milepost 93 and milepost 101. From 1995 through 1999, 79 accidents were recorded on this section of Idaho 55. There were two fatal accidents, 29 injury accidents and 48 property damage only accidents. The accident rate was approximately 1.5 times higher than the accident rates for similar two-lane rural highways in Idaho.

## How was the accident rate and traffic volume information collected?

Average Daily Traffic (ADT) is collected electronically from traffic counters. The counts from the electronic counters are averaged and factored over the course of one year to give Average Daily Traffic volumes. Weekday traffic, especially outside of peak tourist periods, is lower. Peak traffic, especially on weekends during tourist season, is significantly higher.

Future traffic estimates are prepared using growth factors for each section of the road. These factors are based on historic growth rates.

## Who are the Idaho 55 – Smiths Ferry to Round Valley Team members?

The Team is composed of a cross-section of interested citizens from various social and economic groups that may be affected by the project. The Team represents the interests and concerns of environmental associations, recreational groups, businesses, neighborhoods and property owners. The Team’s role in the study process is to help identify issues, develop options and strive to form consensus on desired options.

The Team includes: three property owners, three homeowners associations, three business owners, two environmental groups, one recreation group, two city and one county official.